



Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

**November 30, 2006
10:00 a.m.**

**South Florida Regional Transportation Authority
Board Room
800 NW 33rd Street, Suite 100
Pompano Beach, Florida 33064
*www.sfrta.fl.gov***

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

Members

Michael Busha, Treasure Coast Regional Planning Council
William Cross, South Florida Regional Transportation Authority
Carolyn Dekle, South Florida Regional Planning Council
Roger Del Rio, Broward Metropolitan Planning Organization
Gary Donn, Florida Department of Transportation, District VI
Mario Garcia, Miami-Dade Transit
Jose Mesa, Miami-Dade Metropolitan Planning Organization
Jonathan Roberson, Broward County Transit
Gustavo Schmidt, Florida Department of Transportation, District IV
Fred Stubbs, Palm Tran
Randy Whitfield, Palm Beach Metropolitan Planning Organization
Nancy Ziegler, FDOT, District IV

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING OF NOVEMBER 20, 2006

The meeting will convene at 10:00 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of September 20, 2006

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1 – MOTION TO APPROVE: South Florida East Coast Corridor (SFECC) Transit Analysis Study

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I1 – INFORMATION: Tri-Rail Station Parking and Circulation Study

I2 – INFORMATION: SFRTA Strategic Regional Transit Plan – Update

I3 – INFORMATION: SFRTA Performance Measures Evaluation

OTHER BUSINESS: 2007 PTAC Meeting Calendar

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Board of Directors for the South Florida Regional Transportation with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

DRAFT

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
SEPTEMBER 20, 2006

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, September 20, 2006, in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Randy Whitfield, Palm Beach Metropolitan Planning Organization (MPO), Chair
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. Mario Garcia, Miami Dade Transit (MDT)
Mr. Enrique Zelaya, Broward County Metropolitan Planning Organization (MPO)
Mr. Fred Stubbs, Palm Tran
Ms. Nancy Ziegler, Florida Department of Transportation, District IV (FDOT)
Mr. Gustavo Schmidt, Florida Department of Transportation, District IV (FDOT)
Mr. Jonathan Roberson, Broward County Transit (BCT)
Mr. Joseph Quinty, SFRTA
Mr. Kenneth Jeffries, Florida Department of Transportation, District VI (FDOT)
Ms. Kim Delaney, Treasure Coast Regional Planning Council

COMMITTEE MEMBERS ABSENT:

Ms. Carolyn Dekle, South Florida Regional Planning Council (SFRPC)

ALSO PRESENT:

Mr. Jeff Weidner, FDOT
Ms. Lisa Petersen, FDOT
Ms. Cassandra Ecker, Carter & Burgess
Mr. Reed Everett-Lee, Carter & Burgess
Mr. Joe Yesbeck, Carter & Burgess
Mr. Stuart Anderson, Urbantrans Consultants, Inc.
Ms. Joddie Gray, Urbantrans Consultants, Inc.
Mr. Dan Glickman, Citizen
Ms. Elaine Magnum, SFRTA
Mr. Jeffrey Stiles, Edwards & Kelcey
Mr. Michael Moore, Gannett Fleming

CALL TO ORDER

The Chair called the meeting to order at 10:00 a.m.

ROLL CALL

The Chair requested a roll call by the Minutes Clerk.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Stubbs moved for approval of the Agenda. The motion was seconded by Ms. Ziegler.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Agenda approved unanimously.

DISCUSSION ITEMS

There were no discussion items.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

Mr. Glickman, a Deerfield Beach resident, stated that he was disappointed that Mr. Roberson representative from BCT was not present at the PTAC meeting. Mr. Quinty stated that Mr. Roberson of BCT was attending another meeting within SFRTA offices and would join the PTAC meeting shortly.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of August 16, 2006

A motion was made to approve this item. All were in favor and the motion carried. The Chair moved discussions to the next item on the Agenda.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

RI - **MOTION TO APPROVE:** South Florida Vanpool Program Transition Report

Mr. Anderson, Urbantrans Consultants, Inc., gave a presentation on this item and provided an overview of the report's findings and recommendations.

Mr. Anderson stated that over the past year Urbantrans Consultants, Inc., on behalf of the Florida Department of Transportation (FDOT), has conducted a study of the South Florida Vanpool Program (SFVP). Mr. Anderson stated that the study emerged from an increasing regional demand for vanpool services and a stakeholder interest in evaluating operational and funding options for the vanpool program. VPSI, Inc. is currently the contracted operator of the SFVP, but their contract expires in June 2007.

Mr. Anderson explained program background, operations, funding, financial information, specific recommendations for the SFVP, net public funding needed and potential Section 5307 revenue. The seven recommendations made in the study are: a) Management and Oversight; b) Operational Model; c) Type of Trips Served; d) Reporting SFVP Mileage; e) Commitment to Sharing Program Costs; f) Vanpool Stakeholder Group and g) Contingency Location.

Issues raised by Committee Members included the vanpool growth rate, NTD reporting, making sure NTD revenue goes back to SFVP, and costs per passenger. Suggestions were made to pursue TRIP funding for the SFVP. Committee Members also requested that next steps in the process should be made clearer in upcoming presentations to various MPO Committees

Mr. Jeffries moved for approval of the South Florida Vanpool Report. The motion was seconded by Ms. Ziegler. The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

The Chair then moved to the next information item.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

II. - INFORMATION: Kendall Corridor Transportation Alternatives Analysis – Status Report

Mr. Stiles, Edwards and Kelcey, provided an overview and update of the Kendall Corridor Transportation Alternatives Analysis effort, also known as Kendall-Link. Mr. Stiles stated that the Miami-Dade MPO has been conducting a study evaluating various transportation improvements in the Kendall area of Miami-Dade County. Mr. Stile informed the Committee Members that the study is utilizing a two tiered approach, and it is currently in the latter stages of Tier 1.

Mr. Stiles said that corridors are being investigated as part of the study. They are:
a) Kendall Drive; b) HEFT/107th; c) 874/826/CSX.

Mr. Stiles explained that various transportation modes are being investigated for each corridor. Bus Rapid Transit (BRT), Light Rail, and Metrorail are being considered for road ROW alternatives, while Diesel Multiple Unit (DMU) technology is being considered for commuter rail on the CSX corridor. Mr. Stiles mentioned that the existing CSX tracks are in poor condition, and that alternatives on that corridor include a mix of passing sidings versus double tracking, and varying numbers of stations and headways. Mr. Stiles concluded by pointing out that Tier 1 of the study will be completed by the end of 2006, with open houses/public workshops being conducted this fall. Mr. Fernandez added that the Miami-Dade MPO sees the study as a master plan for the Kendall area, with a mix of options being examined for short and long term implementation.

The Chair moved the discussions to the next item on the Agenda.

12. – INFORMATION: SFRTA Strategic Regional Transit Plan – Update

Ms. Ecker, Carter-Burgess, provided an update on the SFRTA Strategic Regional Transit Plan study's activities. Ms. Ecker introduced a regional map showing "superzones", a grouping of the region's traffic analysis zones and activity centers.

Ms. Ecker stated that a key task for the SFRTA Strategic Regional Transit Plan is to conduct partner agency briefings with staff members from the region's MPO's, RPC's, transit operators, and FDOT Districts. Ms. Ecker distributed to all Committee Members a sheet containing a range of available dates for the partner briefings and asked that all responses be sent to Mr. Quinty.

13. - INFORMATION: Tri-Rail Station Parking and Circulation Study - Update

Mr. Joseph Quinty, SFRTA's Planning & Capital Development Department, provided a verbal report on the findings of the study's Phase I and an overall update of the study. Mr. Quinty noted that field visits were performed throughout July and August, 2006 and one of the key findings was that the majority of the Tri-Rail Stations parking lots were at or nearing full capacity. Mr. Quinty mentioned that a list of draft recommendations for each station has been produced. Mr. Quinty announced that the

study's complete findings and final report will be presented to the PTAC and SFRTA Board in November 2006.

There was discussion amongst Committee Members on whether all Tri-Rail stations are designated park and ride lots, and also the percentage of parking spaces at the Metrorail Transfer/79th Street Station that are being used by Metrorail riders versus Tri-Rail riders. It was also suggested by the Committee Members that site visits be conducted again during fall 2006, as schools being in session create a different dynamic at Palm Beach County stations and prompts much more kiss and ride use.

MONTHLY REPORTS

Action not required, provided for information purposes only.
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OTHER BUSINESS

There was no other business at this meeting.

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

There were no Executive Director Reports/Comments at this meeting.

PTAC MEMBER COMMENTS

Mr. Weidner, FDOT District IV, announced that discussions are underway to provide express bus service on I-95 between Stuart and West Palm Beach.

Mr. Quinty stated that the date for a November PTAC meeting is uncertain since there may be some conflicts with the originally scheduled date of November 15, 2006. Mr. Quinty said that he would ask for Committee Members' input via e-mail for availability on alternate dates.

ADJOURNMENT

There being no further business to discuss, the Chair adjourned the meeting at 11:45 a.m.

Tracking No. _____

AGENDA ITEM NO. R1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: NOVEMBER 30, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)
TRANSIT ANALYSIS STUDY

REQUESTED ACTION:

MOTION TO APPROVE:

Endorsement of the following Tier I recommendations compiled as part of the South Florida East Coast Corridor (SFECC) Study:

1. Divide the corridor into the South, Center, North and Full-Corridor study sections for detailed Tier II alternatives analyses and conceptual engineering study.
2. Acceptance of the recommended, appropriate technology set for each of the four recommended Tier II study sections.
3. Acceptance of the recommended, appropriate alignment set for each of the four recommended Tier II study sections.

SUMMARY EXPLANATION AND BACKGROUND:

SFECC Transit Analysis Study is studying how to best develop high performance passenger transit service within the 85-mile study corridor that extends from Downtown Miami to Jupiter and approximately one mile on either side of the Florida East Coast railway (FECR) right-of-way. This corridor serves numerous existing and planned transit system hubs and activity centers including the three major seaports, international airports, State and Private universities as well as downtowns and employment destinations.

(Continued on next page)

EXHIBITS ATTACHED: Exhibit I: Slideshow presentation providing a brief overview of the project, a status report, and the findings and recommendations of the Tier 1 study

SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)
TRANSIT ANALYSIS STUDY

SUMMARY EXPLANATION AND BACKGROUND (Continued):

The Federal Transit Administration (FTA) and National Environmental Policy Act (NEPA) processes are being followed, meaning that reasonable transit alternatives (alignments and technologies) within the study corridor are being identified and evaluated. The objective of the study is to expedite transit development in the corridor through environmental streamlining and a tiered environmental decision making process, allowing for resolution and documentation of key issues. The Florida Department of Transportation (FDOT) District 4 is the lead agency managing the study. Collaboration on this effort includes the three Metropolitan Planning Organizations (MPOs) Broward, Miami-Dade and Palm Beach who are the principal sponsors of the study, the three counties' Transit Agencies, the South Florida Regional Transportation Authority (SFRTA), and FDOT District 6.

Study activities have included significant data collection, origin-destination and on-board transit surveys, travel demand modeling, preparation of a comprehensive Advance Notification package, development of a project website, several NEPA activities (i.e., assessment of existing conditions, affected environment, cultural resources and development of a Draft Programmatic Environmental Impact Statement) and numerous public involvement activities.

Tier I recommendations for the SFECC Study are scheduled to be submitted to the Federal Transit Administration and other reviewing agencies in January 2007. An endorsement of the following recommendations is being sought from the SFRTA Governing Board and the Governing Boards of each of the three MPOs:

1. Divide the corridor into the South, Center, North and Full-Corridor study sections for detailed Tier II alternatives analyses and conceptual engineering study.
2. Acceptance of the recommended, appropriate technology set for each of the four recommended Tier II study sections.
3. Acceptance of the recommended, appropriate alignment set for each of the four recommended Tier II study sections.

FDOT and a representative from its Consultant Team will be in attendance to make a presentation and address questions. The presentation will provide a brief overview of the project, a status report, and the findings and recommendations of the Tier 1 study.

SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)
TRANSIT ANALYSIS STUDY

PTAC Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

AGENDA ITEM NO. II

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: NOVEMBER 30, 2006

INFORMATION ITEM REPORT

☒ Information Item

☐ Presentation

TRI-RAIL STATION PARKING AND CIRCULATION STUDY

SUMMARY EXPLANATION AND BACKGROUND:

The primary purpose of this study is to identify existing and future parking needs at Tri-Rail stations, and to develop a staged parking improvement implementation plan. An inventory and usage survey was conducted. Demand projections for parking at each Tri-Rail station have been completed and will be discussed. South Florida Regional Transportation Authority (SFRTA) and consultants are currently developing recommendations for enhancements to parking capacity, vehicular and pedestrian circulation, loading areas, bicycle facilities, and transit amenities.

SFRTA staff plans to return to the Planning Technical Advisory Committee (PTAC) in January for approval of the full study results including a priority project list and implementation schedule.

Mr. Eric Goodman, Transportation Planner of SFRTA, will be in attendance to provide a PowerPoint presentation on the study.

EXHIBITS ATTACHED: Presentation to be provided at meeting.

AGENDA ITEM NO. I2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: NOVEMBER 30, 2006

INFORMATION ITEM REPORT

☒ Information Item

☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STRATEGIC REGIONAL TRANSIT PLAN- UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

At the August 16 and September 20 Planning Technical Advisory Committee (PTAC) meetings, presentations were given regarding the South Florida Regional Transportation Authority (SFRTA) Strategic Regional Transit Plan. Mr. Joseph Quinty, SFRTA Transportation Planning Manager, will be in attendance to provide a brief update of this planning study's activities and findings to date.

A key upcoming task for the SFRTA Strategic Regional Transit Plan is to conduct partner agency briefings with key staff members from the region's Metropolitan Planning Organizations (MPOs), Regional Planning Councils (RPCs), transit operators, and Florida Department of Transportation (FDOT) districts. These briefings are currently being scheduled for various dates in December. The study schedule was pushed back approximately six weeks due to delays in completion and readiness of the SERPM VI model. These delays prompted a decision to instead use the SERPM V model currently being utilized as part of the South Florida East Coast Corridor (SFECC) Study. At the partner agency briefings, project team members will share trip flows identified by the regional model, and discuss conceptual transit routes and projects that may serve these demands.

EXHIBITS ATTACHED: None

AGENDA ITEM NO. 13

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: NOVEMBER 30, 2006

INFORMATION ITEM REPORT

☒ Information Item

☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PERFORMANCE MEASURES EVALUATION

SUMMARY EXPLANATION AND BACKGROUND:

On September 28, 2006, South Florida Regional Transportation Authority (SFRTA) issued a notice to proceed to Kittelson and Associates in order to conduct a Performance Measures Evaluation. A set of measures is being developed so that SFRTA can better assess and evaluate its commuter rail, shuttle bus, and overall system performance. A basic form of this analysis was conducted as part of SFRTA's first TDP Major Update, completed in 2005. This new Performance Measures Evaluation is being conducted in greater detail and will be incorporated into the upcoming SFRTA TDP Major Update.

Enclosed in the packet is a draft version of the Task One Memorandum, a document containing peer review results and a list of performance measures to be used in the project's remaining tasks. Mr. Joseph Quinty, SFRTA Transportation Planning Manager, will be in attendance to provide a brief update of this planning study's activities and findings to date.

EXHIBITS ATTACHED: Task One Memorandum (Draft)



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING/PLANNING

610 S.W. Alder Street, Suite 700 • Portland, OR 97205 • (503) 228-5230 • Fax (503) 273-8169

MEMORANDUM

I. Commuter Rail Peer Review

A. Introduction

South Florida Regional Transit Authority (SFRTA) recently increased its service frequency in the Tri-Rail corridor from 30 to 40 passenger trains per weekday. SFRTA will further increase the number of weekday trains to 48 in early 2007, once the improvements in the vicinity of the New River Bridge are completed. This increase service, along with the discussion of multiple new premium transit routes throughout the South Florida region, has prompted a need to evaluate the performance of SFRTA services. The performance evaluation will serve as a base for decision-making and become a continuing part of SFRTA planning and operations management.

This element of the performance review looks at peer commuter rail operators throughout the country and compares them to Tri-Rail using data from the National Transit Database. This data is valuable in that it provides consistent data reporting across all operators, allowing valid comparisons of operating statistics. The peer review is broken out into these sections:

- A. Introduction
- B. Peer Group Selection
- C. Peer Group Performance Evaluation
- D. Peer Group Findings

B. Peer Group Selection

Tri-Rail operates a single route from the West Palm Beach area to the vicinity of the Miami International Airport, using diesel locomotives. This service began in 1989. The route was mostly single-tracked and shared with freight trains during the time period covered by this analysis (1998-2004). Passengers traveling to downtown Miami must transfer to Metrorail. Passengers traveling to downtown Ft. Lauderdale must use a bus transfer. Passengers traveling to downtown West Palm Beach must use a bus transfer or take a long walk.

Operators selected as Tri-Rail's peers are those that provide service on a single route using diesel locomotives, plus one small two-branch system.

- **Altamont Commuter Express (ACE)** connects Stockton and fast-growing bedroom communities in California's Central Valley to the San Jose area. The route is generally single-tracked and includes two long rural sections with grades and curves that limit how fast trains can operate. The route is shared with freight trains. The San Jose station is located west of downtown, which requires passengers to transfer to a shuttle. The other two South Bay stations have timed shuttle connections; one also has a light rail connection. This service began in 1998.
- **Caltrain** runs between San Francisco and San Jose, with peak-period trips continuing south to Gilroy. Caltrain's San Francisco station is located south of downtown, which requires passengers to transfer to bus or light rail, or take a long walk. Connections to BART, the Bay Area's heavy rail system, are available at the Millbrae station. The route is double-tracked and used exclusively by passenger trains traveling between San Francisco and San Jose. This service began in 1863, with public ownership commencing in 1980.
- **Coaster** links communities along the San Diego County coast to downtown San Diego. Light rail connections are available at the two San Diego stations and the downtown station is located within walking distance of downtown destinations. The route is double-tracked and is shared with freight and intercity passenger trains. This service began in 1985.
- **Sounder** started operating in the Seattle area in 2000. Initially, the route ran between Seattle and Tacoma; service was extended north to Everett in 2004. The Seattle station is located south of downtown, requiring passengers to use a free bus transfer or take a long walk. The Tacoma station is connected to downtown by a short streetcar line. The route is double-tracked and is shared with freight and intercity passenger trains.
- **Trinity Railway Express (TRE)** is jointly operated by the Fort Worth Transportation Authority and Dallas Area Rapid Transit. Dallas Union Station is located within walking distance of downtown destinations and has light rail connections. The two downtown Ft. Worth stations are located within walking distance of downtown destinations; one station is located at an intermodal transfer center. The route has a mix of single and double track and is used exclusively by

passenger trains. This service began in 1997 from Dallas and extended west over time, reaching Ft. Worth in 2001.

- **Virginia Railway Express (VRE)** operates two branches in Northern Virginia that serve Washington, DC. Washington Union Station and five other stations have heavy rail connections. The route is multiple-track and is shared with freight and intercity passenger trains. This service started in 1992.

Two larger operators, in terms of the number of routes operated, are also shown in the graphs in this section, but are not included in the peer averages. **MARC** operates three routes in the Baltimore-Washington region. **Metrolink** operates seven routes in the greater Los Angeles area. These operators are included to provide comparative results of operators larger than Tri-Rail's current size.

C. Peer Group Performance Evaluation

This section defines and summarizes the performance measures used within the peer review. These measures were used:

- Route Miles
- Span of Service
- Unlinked Passenger Trips
- Passenger Miles Traveled
- Average Trip Length
- Train Revenue Miles
- Train Revenue Hours
- Passenger Trips per Revenue Hour
- Operating Cost per Passenger Trip
- Operating Cost per Train Revenue Hour
- Weekend Service Availability

Two graphs are provided for each measure:

1) a trend analysis from 1998 to 2004 showing Tri-Rail performance and the performance of the peer group mean; Tri-Rail is shown in orange and the peer group mean is shown in black; and

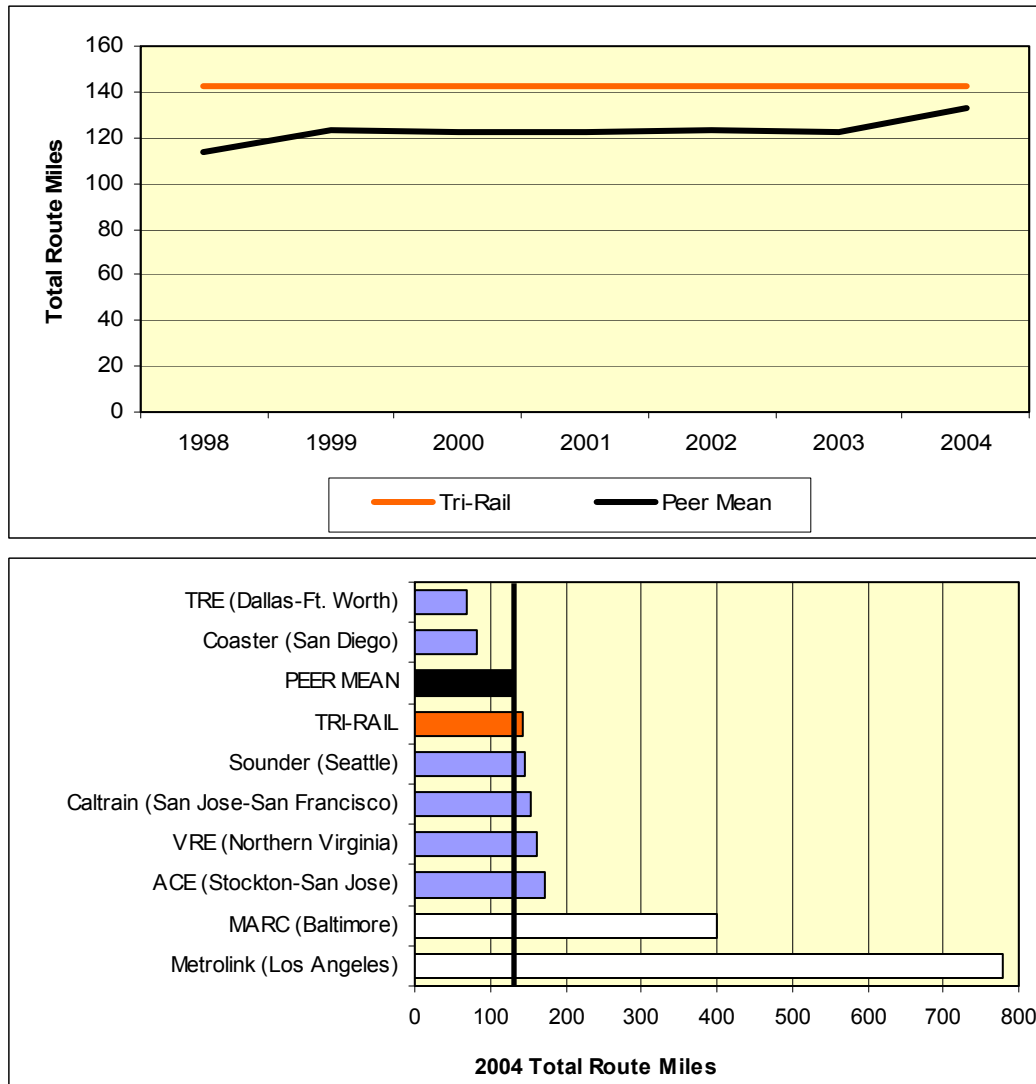
2) a 2004 comparison of SFRTA's Tri-Rail performance to the performance of each of the peer operators, the peer mean, and two larger commuter rail operators; Tri-Rail is shown in orange, the peer group mean is shown in black, the individual peer operators in blue, and the two larger properties are shown in white.

Each set of graphs is followed by an analysis of the measure. Overall findings are presented in the section following these measures.

1. Route Miles

For commuter rail, route miles represent the mileage in each direction of a route that trains operate while in revenue service. Figure 1 presents the comparative analysis.

Figure 1
Route Miles Comparison – Commuter Rail

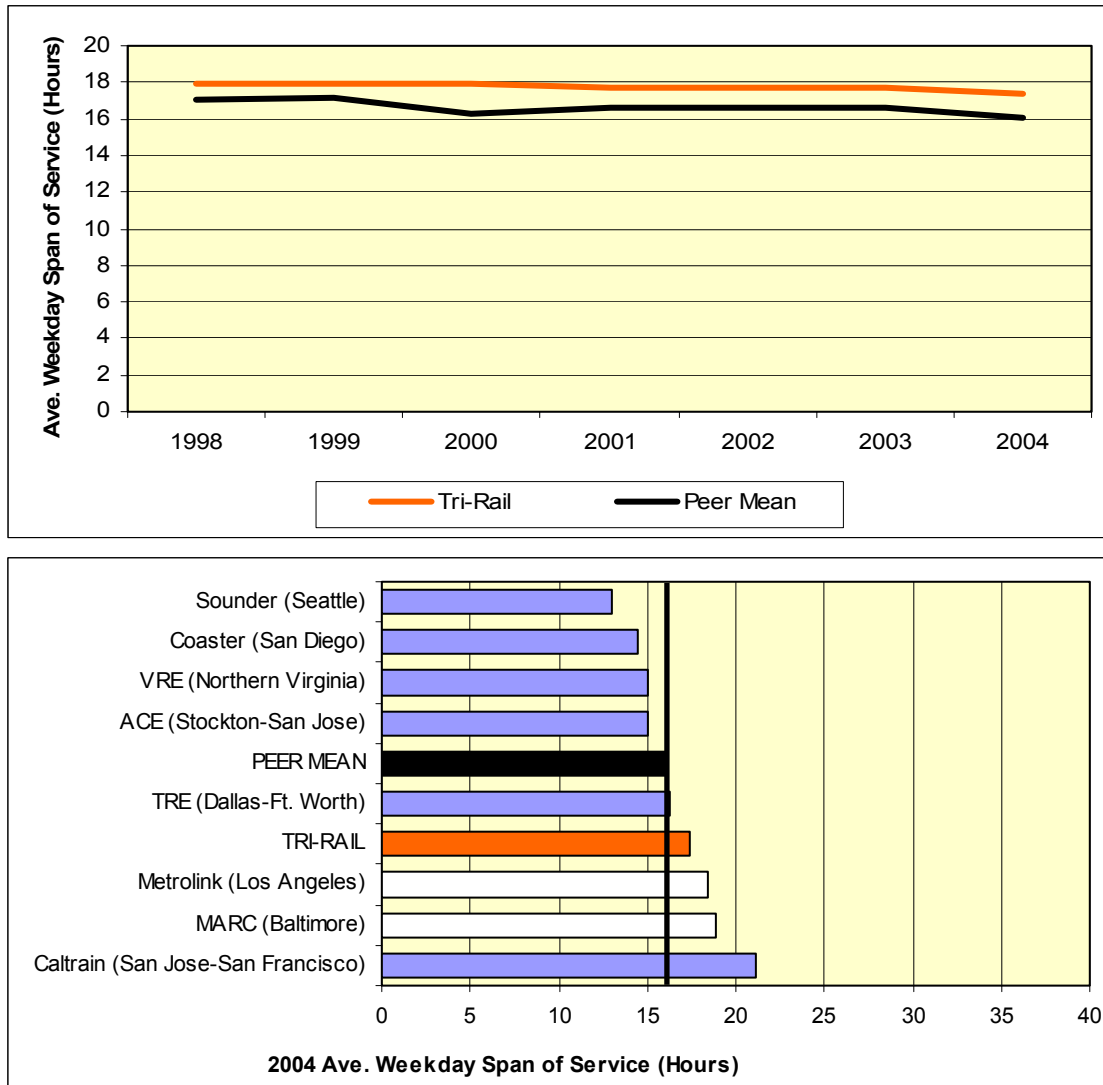


Tri-Rail's route mileage remained constant from 1998 to 2004. The increase in the peer trend seen in 1999 reflects the start of service of ACE. After the introduction of service at ACE in 1999 and Sounder in 2000, average route miles per system remained constant until Sounder added new service in 2004. Tri-Rail's 142 route miles are about 7% higher than the peer group average.

2. Average Weekday Service Span

The NTD defines service span as the length of time between the start of service and the end of service. The measure reported below provides a sense of how early and late in the day that service is provided, but not whether service is provided in the middle of the day. Figure 2 presents the comparative analysis.

Figure 2
Average Weekday Service Span Comparison – Commuter Rail

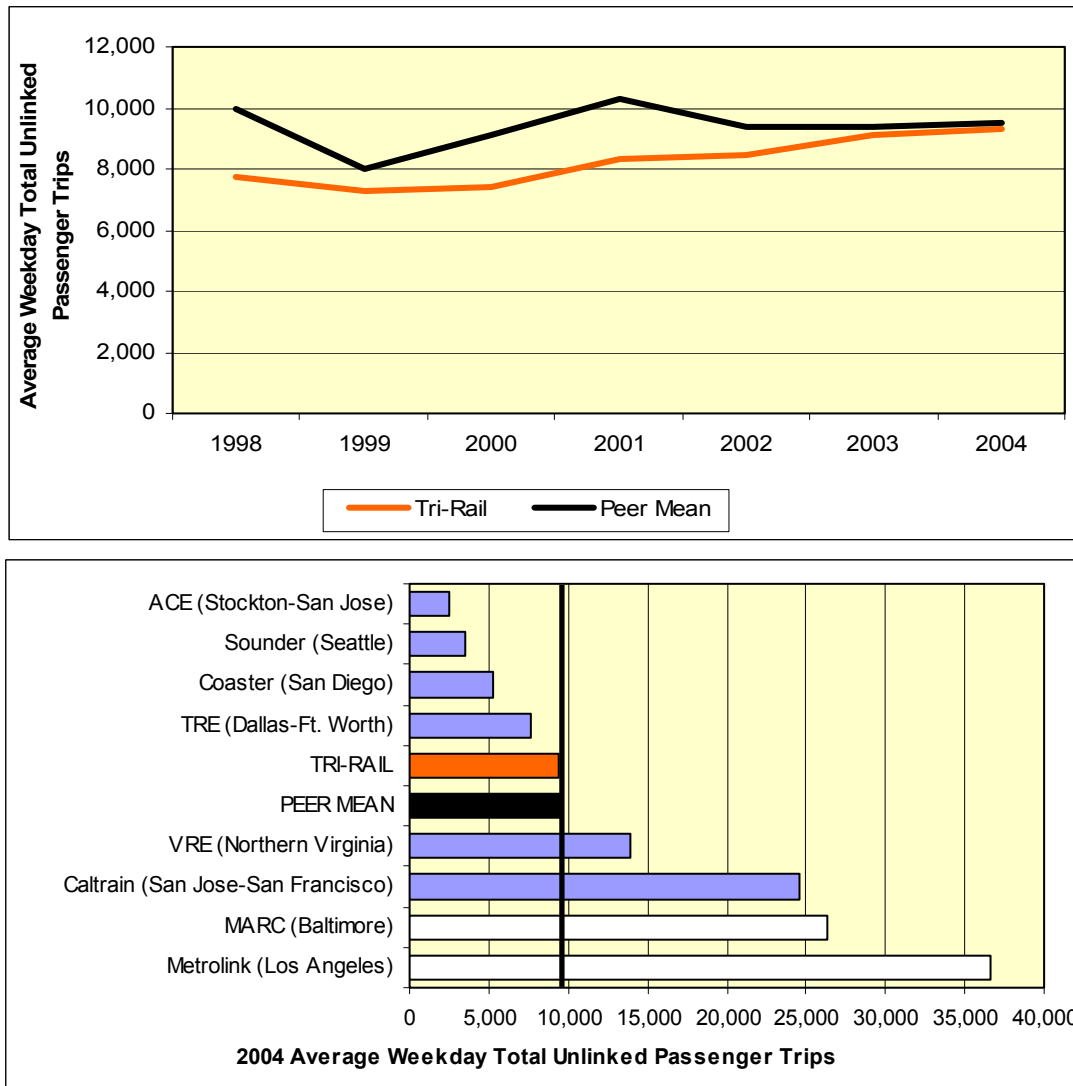


Tri-Rail's average weekday service span has held steady at just under 18 hours per day. The peer group averages a service span of about 16 hours a day. Tri-Rail continues to provide a longer service day than any of its peers, with the exception of Caltrain, which operates service for 21 hours a day.

3. Average Weekday Unlinked Passenger Trips

An unlinked passenger trip represents one passenger boarding one vehicle. Figure 3 presents the comparative analysis for an average weekday.

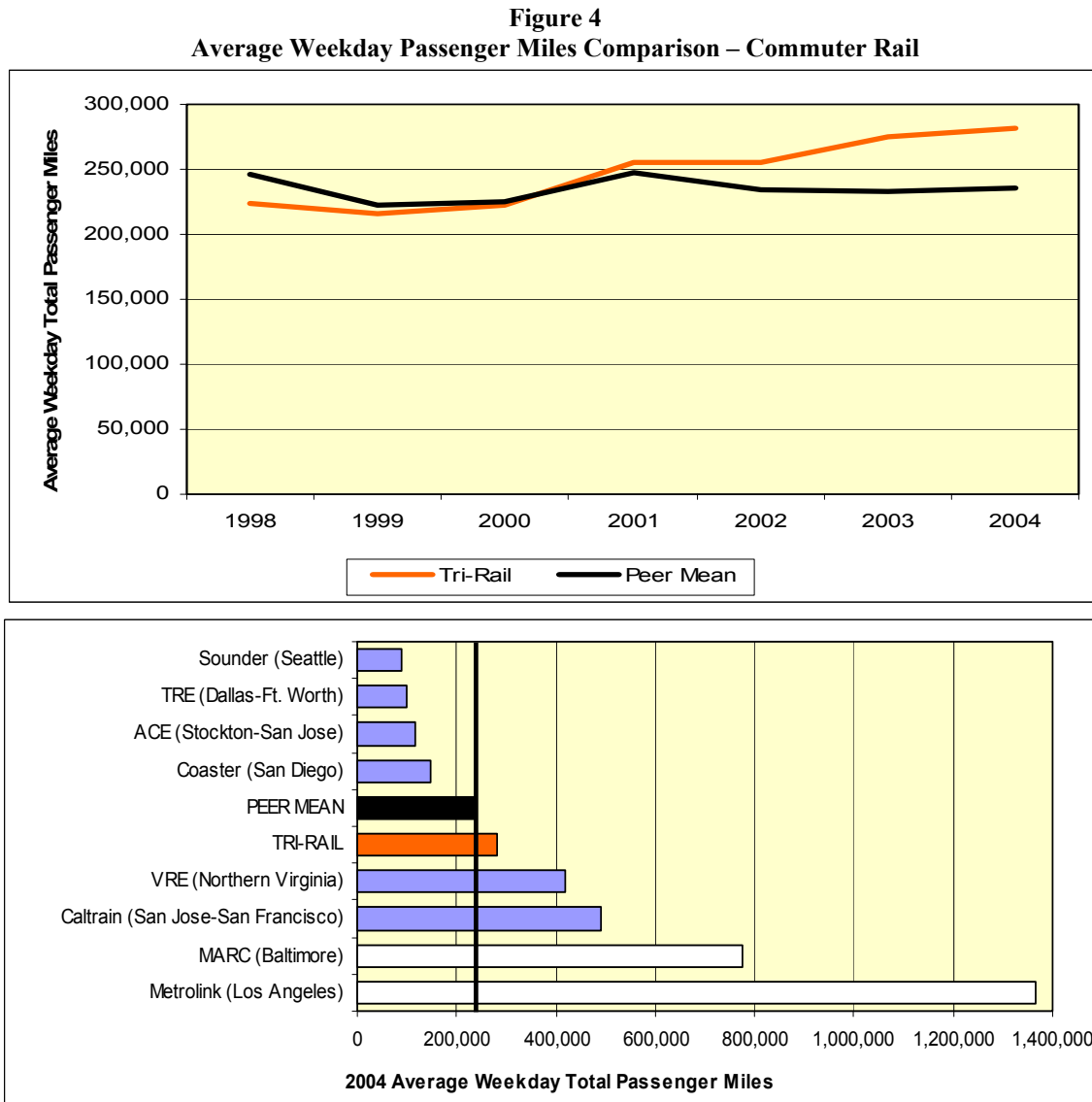
Figure 3
Average Weekday Unlinked Passenger Trips Comparison – Commuter Rail



After a brief decline, Tri-Rail's average weekday ridership has been increasing steadily since 1999. Between 1998 and 2004, it has grown 21%, where the peer system has experienced a 4% decline. Tri-Rail's ridership is now even with the peer system average. The noticeable drop in the peer group average from 2001 to 2002 was caused by an 18% drop in Caltrain ridership, which can likely be attributed to the poor economy in the San Francisco Bay Area that year.

4. Average Weekday Passenger Miles

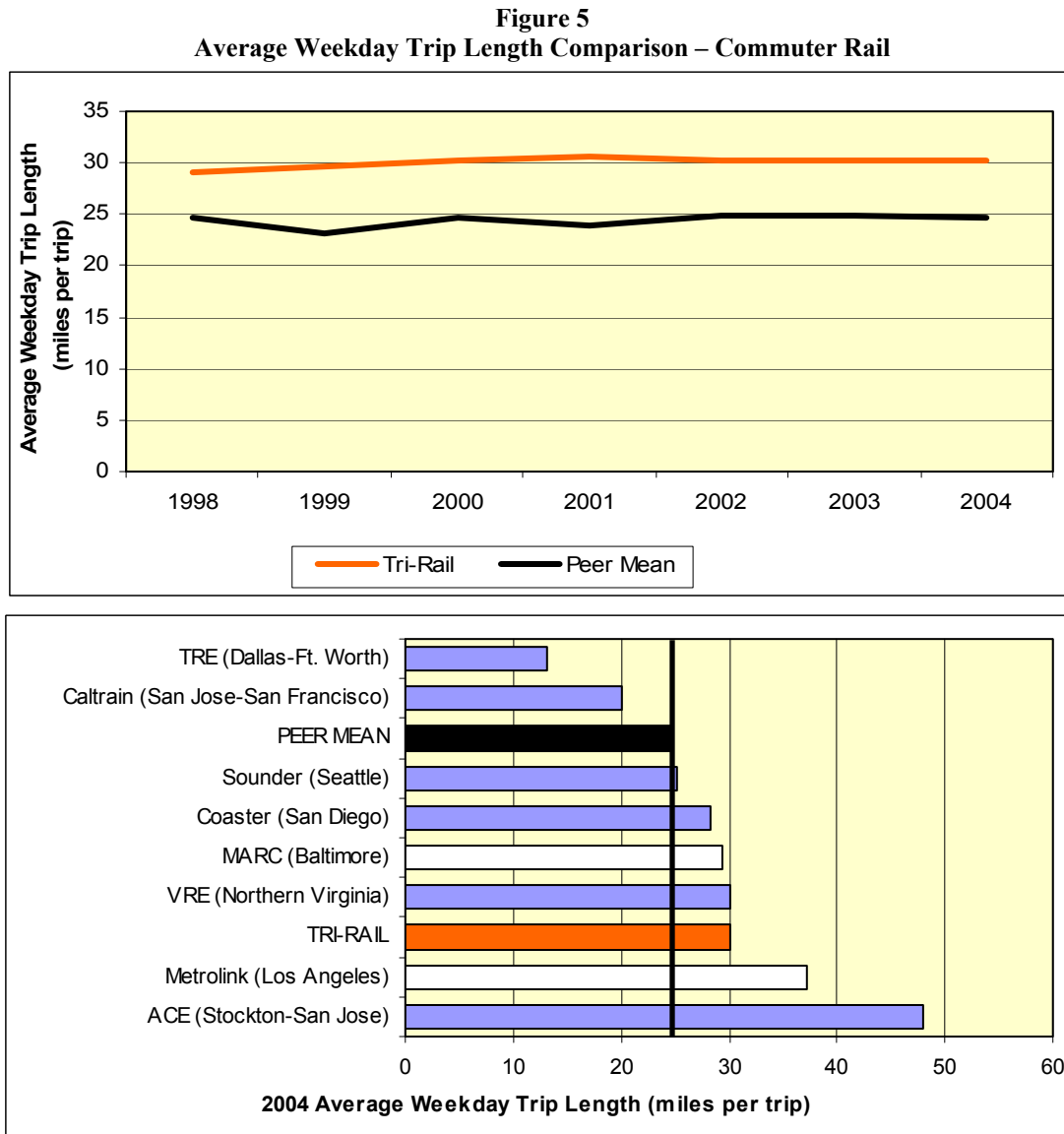
Passenger miles represent the sum of miles traversed by all passengers during a given period. Figure 4 presents the comparative analysis for the average weekday.



Tri-Rail's average weekday passenger mileage mirrored the growth in ridership, increasing 26% between 1998 and 2004. The peer trend was down 4% during the same period. Tri-Rail exceeds the peer mean for passenger miles traveled by almost 20%.

5. Average Weekday Trip Length

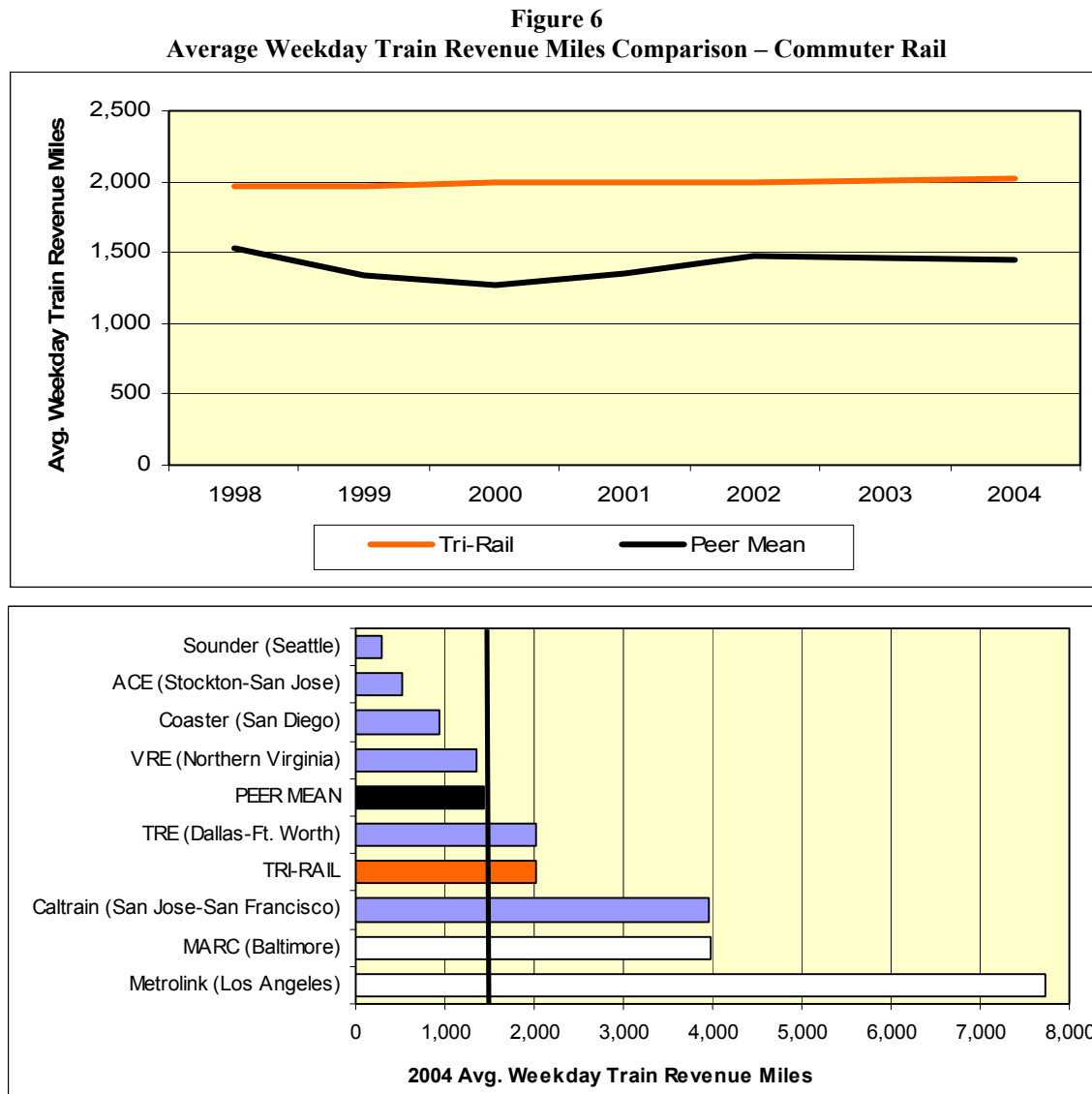
For commuter rail, trip length is defined as the trip length (in miles) per passenger. Figure 5 presents the comparative analysis.



Tri-Rail's average weekday trip length has continually been close to 30 miles per trip. Although it is similar to several other systems, it is notable that only two systems (Metrolink and ACE) have longer average trip lengths. The peer group average has also remained fairly constant at 25 miles per trip.

6. Average Weekday Train Revenue Miles

These are the total number of miles operated by trains on an average weekday while in revenue service. The values increase as the number of trains operated increases and/or as the length of the route increases. Figure 6 presents the comparative analysis.

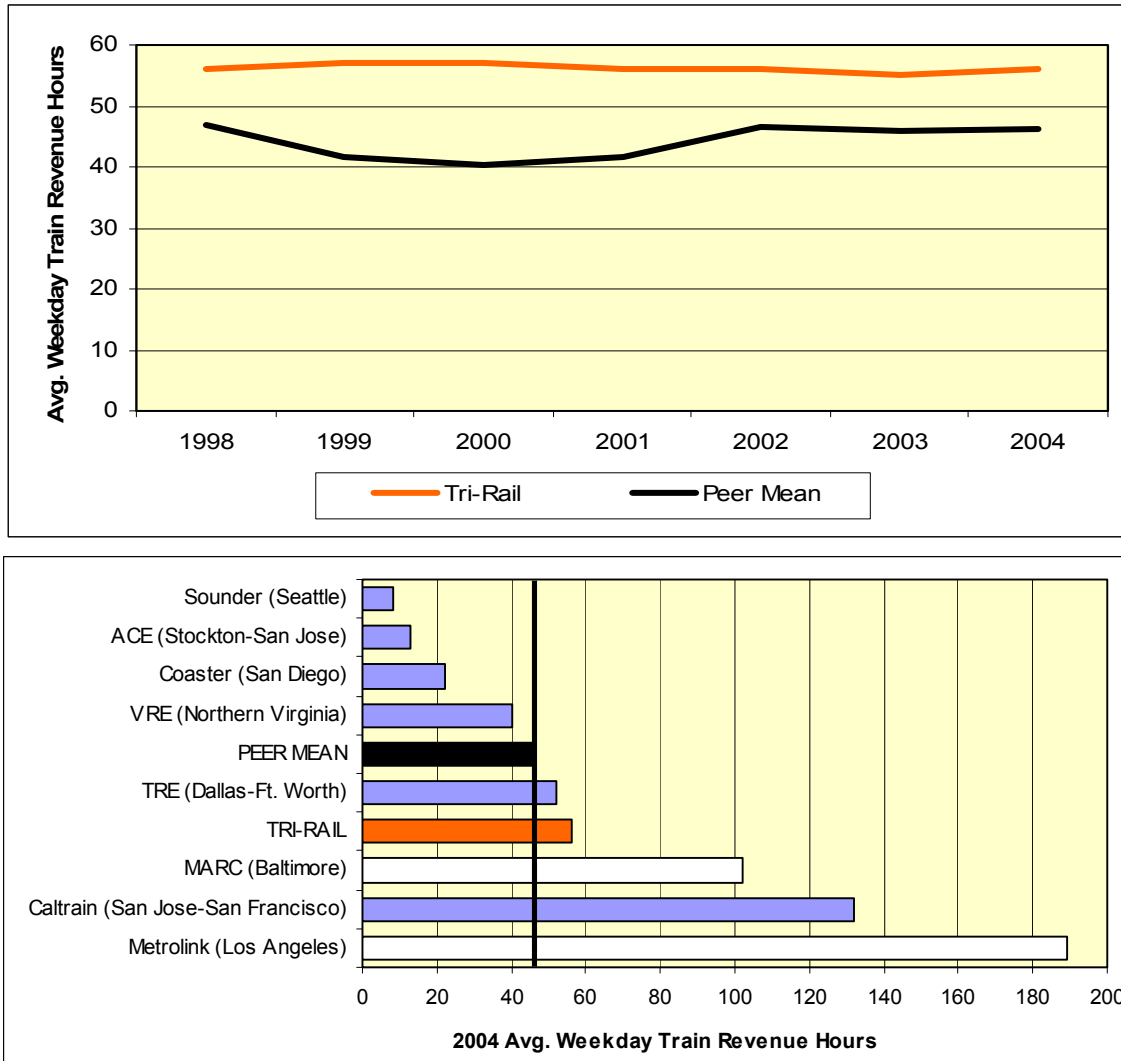


Tri-Rail's average weekday train revenue miles have remained virtually flat since 1998. The peer group average dipped in the early 2000s as new systems came on line, only to increase to 1998 levels as systems matured and additional service was added. Tri-Rail operates more train revenue miles than any operator in its peer group except Caltrain.

7. Average Weekday Train Revenue Hours

Train revenue hours are the total number of hours operated by all trains while in revenue service. Similar to revenue miles, this measure increases as additional trains are added and/or the length of the route is increased. Figure 7 presents the comparative analysis.

Figure 7
Average Weekday Train Revenue Hours Comparison – Commuter Rail

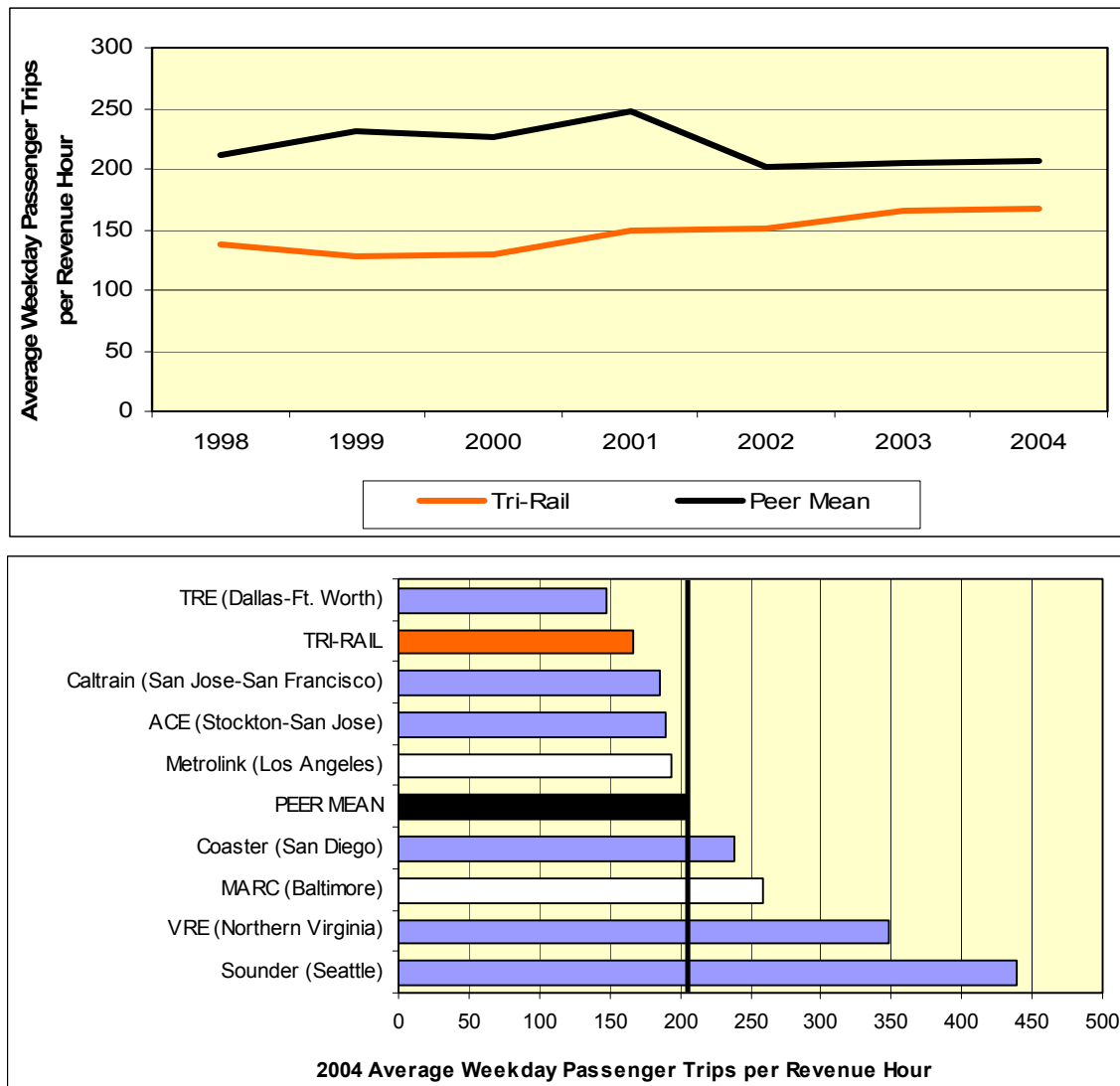


The number of average weekday revenue hours operated by Tri-Rail held steady between 1998 and 2004. The peer group had a reduction in the early 2000s as new systems came on line, but were at the same level as 1998 by 2004. Tri-Rail's 56 average weekday train revenue hours were 21% higher than the 2004 peer group average. This graph demonstrates that, while the span of service (Graph 2) is similar between districts, Tri-Rail has significantly more service. Tri-Rail offers service most of the day, while systems such as Sounder and ACE provide primarily peak service.

8. Average Weekday Passenger Trips per Revenue Hour

This is an efficiency measure: the number of people boarding a train each hour it is in service. As labor costs generally form the greatest portion of operating costs, trends seen in this measure will often also be reflected in the cost-efficiency measure, “operating cost per passenger trip.” Figure 8 presents the comparative analysis.

Figure 8
Average Weekday Passenger Trips per Revenue Hour Comparison
– Commuter Rail

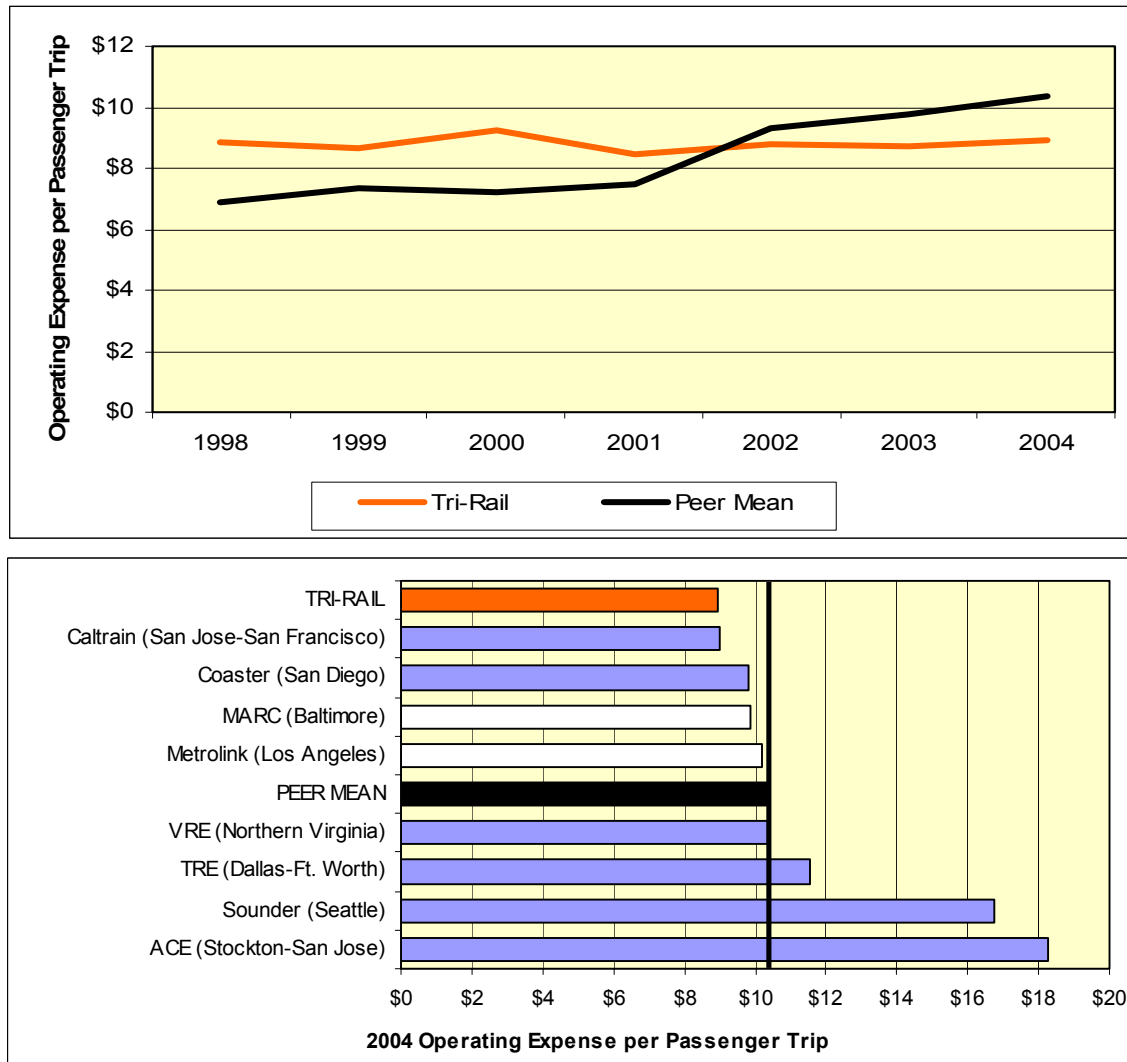


Tri-Rail average weekday passenger trips per revenue hour increased by 20% between 1998 and 2004, reflecting an increase in ridership without a commensurate increase in service. The peer group average declined by 2% over this period, reflecting the loss of ridership (Graph 3) without an equivalent decrease in service.

9. Annual Operating Cost per Passenger Trip

This cost efficiency measure looks at the cost incurred per passenger boarding. Figure 9 presents the comparative analysis.

Figure 9
Annual Operating Expense per Passenger Trip – Commuter Rail

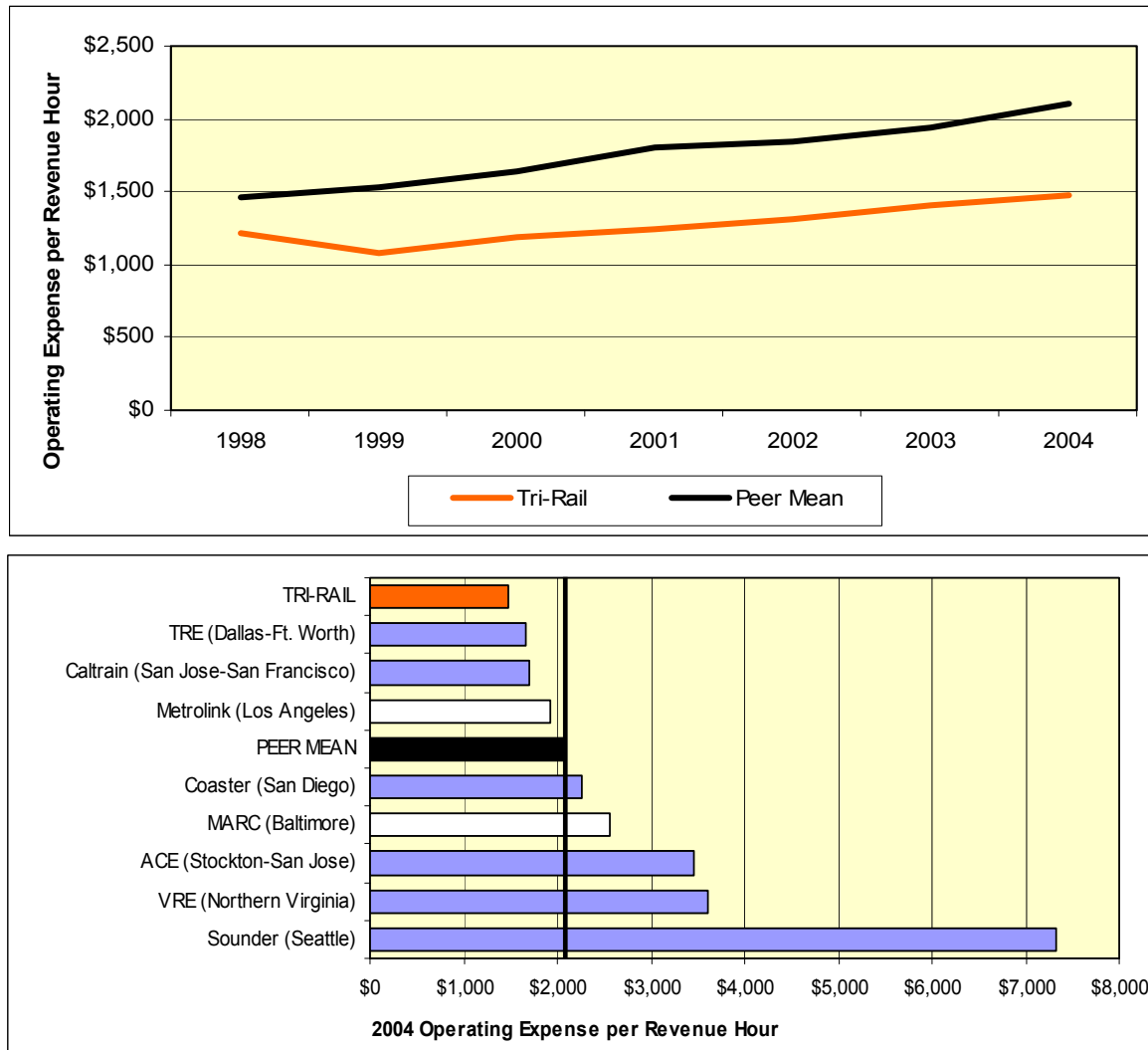


Tri-Rail's cost per trip has had little fluctuation since 1998, with ridership increasing at the same rate as costs. The peer group, however, increased 50% since 1998, reflecting the start-up of Sounder and ACE, and the increases in costs at Metrolink which were exceptionally low in the late 1990s. In 2004, Tri-Rail's cost per trip (\$8.95) was below the peer group average (\$10.35). Tri-Rail had the lower cost per trip in 2004.

10. Annual Operating Cost per Train Revenue Hour

This is another planning measure that removes the effects of ridership. Hourly costs tend to be influenced more by wage rates. Figure 10 presents the comparative analysis.

Figure 10
Annual Operating Expense per Revenue Hour Comparison – Commuter Rail



Tri-Rail's cost per hour increased 21% between 1998 and 2004, while the peer group average increased 44%. In 2004, Tri-Rail's cost per hour (\$1,470) was the lowest of all operators included the analysis.

Weekend Service Availability

Commuter Rail, by definition, typically serves a weekday commute market. Table 1 provides a summary of the days service is provided on the peer rail systems.

Table 1
Days of Service – Commuter Rail

Commuter Rail System	Weekday	Saturday	Sunday
Altamont Commuter Express (ACE)	X		
Caltrain	X	X	X
Coaster	X	X	
Souder	X		
Trinity Railway Express (TRE)	X	X	
Tri-Rail	X	X	X
Virginia Railway Express (VRE)	X		
MARC	X		
Metrolink	X	2 lines	1 line

Looking at the profile of the peer operators Tri-Rail stands out as an agency that is going beyond the concept of weekday only service. While four of the other eight systems provide some level of Saturday service, only two other systems, both in California, provide Sunday service.

D. Peer Review Findings

Overall, Tri-Rail compares favorably to its peers and, in many instances, is strong compared to the two larger commuter rail properties. These items should be noted:

- Tri-Rail has positioned itself to be an alternative to the automobile for all trips, not strictly the traditional “commuter hour” trips. The service day is longer, more hours of service are provided, and weekend service (including Sundays) is available, unlike virtually every other peer system.
- Tri-Rail has had continued solid growth in ridership when other properties have had challenges maintaining and increasing their ridership. This is likely due not only to congestion in the corridor, which other properties face, but to the consistency of service provided. Customers can count on Tri-Rail during the day, into the evening, and even on weekends.
- The comparatively long trip length and increasing ridership means that Tri-Rail is taking an increasing number of passenger miles off of congested freeways and the road network supporting regional air quality and transportation goals.
- Tri-Rail is an efficient organization, with the lowest cost per ride and cost per hour of service of all properties evaluated.

II. SFRTA Performance Measures

The performance measures to be used in the rest of the project were developed after discussion with the SFRTA project team and are based on their needs for evaluating service options for the update to the Transit Development Plan (TDP).

In addition, the value of using the measure for on-going performance reporting was considered. The measures are divided into three sections: Commuter Rail, Shuttle Bus, and System Measures. Each section is further divided into measures that support TDP analysis, and measures that are valuable operationally but do not provide guidance for the TDP (e.g. customer complaints). Each of the measures would be collected and reported for weekdays, Saturdays and Sundays.

A. Commuter Rail

TDP Supportive Measures

1. Trains per day
2. Span of service
3. Span of peak service
4. Headway peak
5. Headway off-peak
6. Train revenue miles
7. Train revenue hours
8. Train vehicle miles
9. Train vehicle hours
10. Route miles
11. Average daily passenger trips
12. Passenger trips per revenue hour
13. % of trips at or above 90% of seated capacity
14. Average trip length
15. Passenger miles traveled
16. Operating cost per passenger trip
17. Operating cost per train revenue hour
18. % park and ride lot usage
19. Parking spaces used/passenger (passengers = passenger trips/2)

Operational Measures

20. On-time performance, by station
21. Complaints per passenger
22. Percent customers very/somewhat satisfied
23. Miles between incidents (This measure is collected internally but is not typically reported publicly. Recommendation: Do not include in operational report.)

B. Shuttle Bus

TDP Supportive Measures

1. Span of service
2. % of train trips served (all shuttle routes)
3. Bus revenue miles
4. Bus revenue hours
5. Bus vehicle miles
6. Bus vehicle hours
7. Route miles
8. Average daily passenger trips
9. Passenger trips per revenue hour
10. % of trips at or above 90% of seated capacity
11. Average trip length
12. Passenger miles traveled
13. Operating cost per bus revenue hour
14. % of population in service district with bus access to the station
15. % of employment in service district with bus access to the station

Operational Measures

16. Complaints per passenger
17. Percent customers very/somewhat satisfied
18. Miles between incidents (Recommendation: Do not include in operational report.)
19. On-time performance (% of trips meeting train) is desired but is currently not available

C. System

TDP Supportive Measures

1. System revenue miles
2. System revenue hours
3. System vehicle miles
4. System vehicle hours
5. Passenger miles traveled
6. Miles between incidents (Recommendation: Do not include in operational report.)
7. Operating cost per passenger trip
8. Operating cost per train revenue hour
9. Auto vs. rail travel time
10. Fuel saved due to transit trips
11. Air quality particulates reduced

Operational Measure

12. Number of days not in service

OTHER BUSINESS

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING: NOVEMBER 30, 2006

OTHER BUSINESS

2007 PLANNING TECHNICAL ADVISORY COMMITTEE MEETING CALENDAR

In recent years, South Florida Regional Transportation Authority (SFRTA) Planning Technical Advisory Committee (PTAC) has met on the third Wednesday of alternate months. However, it has been noted that a greater amount of transit related issues are being raised in the region and numerous transit studies are currently being pursued. In addition, early in 2007 SFRTA will embark on its TDP Major Update for Fiscal Years 2007-2012. As part of the TDP scoping process, it has been proposed that PTAC serve as the TDP Major Update Steering Committee.

Therefore, a more frequent PTAC meeting schedule is proposed for 2007. The schedule is listed below for your consideration. It is hoped that PTAC members will provide direction at the November 30 meeting. All meetings would be held on Wednesday at 10:00 AM in the SFRTA Boardroom.

January 17, 2007

February 21, 2007

March 21, 2007

April 18, 2007

May 16, 2007

July 18, 2007

September 19, 2007

October 17, 2007

****No November Meeting Due to *Rail-Volution* Conference & Thanksgiving Conflict**

December 19, 2007